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7 May 1956

MEMORANDUM FOR : Project Director of Materiel

SUBJECT : Follow-up Action Required - Fuel, Engines

1. There are two critical items to which I would like you to devote your personal attention in following availabilities and movement. They are: the H-2 fuel supply (primarily LF-1A and later JP-1), and the J-57/P-31 engines.

2. You are well aware of the present shortage of LF-1A fuel at the Ranch which caused us a slight inconvenience to training but which could have shut us down in operation for possibly a week or more. As I understand it, the present maximum of LF-1A production amounts to 80,000 gallons per month. With the training program going on at the Ranch, the Detachment A requirements, and eventually B and C, we might find ourselves unable to meet our aircraft fuel demand. I understand that Shell is attempting to have the LF-1A produced in Holland by one of their subsidiaries but as yet that has not been realized. I also understand that if the test program on the several types of JP-1 fuel at the Ranch prove the feasibility of using JP-1, then we must carefully determine the availability of JP-1 and set up proper distribution channels for the Ranch and overseas.

3. In the meantime, I would like you to keep a running account of LF-1A fuel shipments to Watertown and Detachment A and also an account of fuel usage at both places. Also I want you to establish a resupply level for both places and accurately watch fuel availability against the requirement in order that timely action can be taken to divert fuel from the 80,000 gallons a month output to make certain that both bases never get in a critical position for fuel.

4. With the availability of the -31 engine making a better picture than we had anticipated, we may now be able to divert some of these engines to Detachment A and may be able to equip Detachment A entirely with -31's during the month of June. However, this will require a very close control of engine movements. Accordingly I wish your office to maintain a record of -31 engines made available to the project from P & W by engine number, location and engine time. We want to maintain the control of all -31 engine shipments from the time they leave P & W until they arrive at Detachment A, and when they leave the Detachment for overhaul back to P & W. I do not mean to get into the transportation business but we want to give approval for any engine movement prior to their actual dispatch.

5. When you work up an appropriate scheduling chart for both fuel and engines I would like to see the document. This should be prepared at your first convenience.

J. A. IRIS  
Deputy Project Director

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